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REPORT NO. [REDACTED]

25X1X

TOPIC Cottbus Airfield

EVALUATION [REDACTED]

DATE OF CONTENT [REDACTED]

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DATE OBTAINED [REDACTED]

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The construction work on the new runway at Cottbus field was not completed by 27 April 1950. A section of this runway, extending from a point in line with the bore-sight adjustment stand in the southwestern corner of the field to a point in line with the ammunition dump, was completed. The runway was surfaced with concrete blocks secured with tar. Coarse gray gravel, fine white sand and cement were used for the construction of the runway. The ground on both sides of the runway was being leveled and sodded. A row of wooden masts about 3 meters high were at the northern edge of the new runway. [REDACTED] they probably indicated the projected course of the runway. Construction work was done day and night. At night the building site was illuminated by searchlights and arc lamps. A crane for unloading building materials, two wooden work trestles about 4 meters high, three mixing machines, two wooden huts, a large water tank and large quantities of gravel, sand and cement were seen there.

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2. Two diesel locomotives and 56 dump cars operated on the narrow-gauge field railway tracks at the field. A full-tracked vehicle with scrapers and a steam roller were used for the leveling work. Building materials arrived in standard-gauge cars of the German Railways which were then put on narrow-gauge undercarriages and towed to the airfield. The removal of debris was also observed. German women workers unloaded sand and removed some of the sod at the NE section of the old landing field.

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3. Nine masts with red lamps fixed on them were at the northern edge of the landing field. The lamps burned at night just as did the obstacle lights on top of the hangars.

4. Four twin-engine planes with in-line engines, double rudder assembly and one or two cabins were stationed at the Cottbus airfield on 7 May 1950. No change was noticed in the personnel strength of the field.

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25X1X There was no flying.

5. Cottbus airfield was observed from three sides from 11 a.m. to 4:30 p.m. on 11 May 1950. A biplane took off at 12:15 p.m., but no other planes were seen at the landing field or in those hangars which were open. Trucks [REDACTED] and 25X1C passenger car [REDACTED] were seen at the entrance gate to the airfield. The barracks buildings north of the field which had been damaged by bombs were repaired. They had a capacity of about 2,500 men. A well-camouflaged AA gun emplacement with 40-mm guns was at the eastern edge of the landing field. A truck towing a 40-mm AA gun, with an out-rigger type gun mount, moved through the area.
6. The landing field was being enlarged 500 meters to the west. A farmer who had to cede land for the expansion of the airfield said that the field was to be enlarged by 125 acres. The old E-W runway which begins at the NE corner of the field was being extended to the west and brought to a total length of 2,200 meters. Lamps for night work had been set up on poles about 30 meters apart. Construction work was done in three shifts. From 250 to 300 men and about 475 women were employed in the first day shift. Sign boards bore the inscription "Bau-Union South, construction site Cottbus".
7. The runway was being broadened to a total width of 70 to 80 meters, which required that the old section of the runway had to be widened by about 40 meters. Paving stones, 30 x 30 x 30 cm, stone slabs, 40 x 60 x 25 cm, crushed rock, and dark coating material, presumably a concrete mixture, were used as building materials. The ground was being excavated about 40 cm. The surface of the runway was almost completed at the eastern end. At the western end the subgrade was completed and part of the cover had been laid. The ground was being raised by about 1 1/2 meters to the south and north of the new runway section. Concrete pipes, 1.5 to 1.7 meters in diameter, were stored along the runway extension.
8. Eighteen standard-gauge railroad cars on narrow-gauge undercarriages, arrived at the airfield. They were carrying gravel and were unloaded by a crane at the southern edge of the field. Large quantities of gravel, sand and crushed stones were stored there. Several wooden huts were scattered over the landing field where 10 to 12 small diesel locomotives, two or three steam locomotives and 80 to 100 dump cars were in operation. Five concrete-mixing machines were also seen. Three fuel tanks of German origin, according to their lettering, with a capacity of 12,000 to 14,000 liters, were seen near the entrance gate at the northern edge of the field.

9. [REDACTED]

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10. Work on the runway had progressed to the extent that its scheduled length and width were distinguishable. It was about 2,100 meters

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long and about 60 meters wide at the western end. The last 75 meter stretch of the runway had been widened by 45 meters. The taxiway was 12 meters wide. Drainage pipes were being laid on the southern side of the runway. The pouring of concrete was in progress on the eastern half of the runway which was either to be widened or resurfaced. The SE-W runway was about 60 meters wide and had a tar cover with many holes in it.

11. A stationary radio station, consisting of four braced masts 12 meters high which were arranged in a square, was in the northeastern section of the field. A tent was in the middle of the square. About 100 meters from the masts was a truck loaded with an device similar to a searchlight. *

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* Comment. [REDACTED]

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[REDACTED] They show that the E-W runway of the field is being extended to the west so that it will have a length of 2,000 to 2,200 meters. The runway is about 60 meters wide. The target date for the completion of this work is not known. About half of the runway extension is concreted. At present Cottbus airfield is not occupied by an air unit. The AA gun emplacement at the eastern edge of the landing field was reported for the first time. The radio station mentioned in Paragraph 11 is probably an Adcock DF station.

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